

McLEAN CITIZENS ASSOCIATION

P. O. BOX 273
MCLEAN, VIRGINIA 22101

March 9, 1984

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[Redacted]
New Building Project Office 4E50
Central Intelligence Agency
Washington, D. C. 20505

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Dear [Redacted]

Enclosed is a copy of the position adopted by the Board of Directors of the McLean Citizens Association on Technical Memorandum No. 2. We regret our inability to narrow the alternatives further, but we are still getting very mixed signals from the neighborhoods most directly affected.

It would be helpful to all concerned if the CIA could provide a written interim report on its study of the proposal to move the visitors center and therefore the main entrance to the Parkway side of the property. The report should include present and projected travel patterns of employees.

As you are well aware, the McLean Citizens Association would like to see as much traffic as possible shifted to the Parkway, and off Routes 123 and 193.

As for Georgetown Pike, we hope the Agency will join us at the April 13 hearing by the Virginia Commission for Highways and Transportation to ask for funds for safety improvements on the Pike. It will be held at 1:30 p.m. in the Council Chambers of the City of Fairfax, 10455 Armstrong Street.

Sincerely,



Lilla D. McC. Richards
MCA Representative to the
CIA Traffic Advisory Committee

McLean Citizens Association
Board of Directors Position On
Analysis of Roadway Improvement Alternatives
CIA Expansion Study, Technical Memorandum No. 2

Memorandum #2 gives three preliminary alternatives for improvements of the Parkway Intersection with the Beltway, and eight alternatives for improvements of intersections on Dolley Madison Boulevard near the entrance to the CIA. From discussions so far, we believe the best solution in each of these two major problem areas will probably be a combination of parts of the alternatives so far shown. Therefore, we would prefer at this point to state our objectives (not in any order of priority), rather than recommend which specific numbered alternatives should be further studied. However, we do agree that 5, 6, and 7 have few redeeming features and should be dropped at this point. The CIA is encouraged to consider development of additional alternatives which conform to the objectives cited below.

I. Parkway intersection with Beltway. VDH&T improvements to coincide with Maryland's widening of the Cabin John Bridge must provide for exclusive lanes for traffic exiting from the Parkway towards Maryland and towards Virginia.

II. CIA Parkway entrance. Entrance ramps to the Parkway must be improved with Federal funds in both directions, but especially northbound, to speed merge with Parkway traffic and encourage use of this exit.

III. CIA Dolley Madison Boulevard entrances.

- A. At-grade intersections for CIA's access to Dolley Madison Boulevard should be studied further.
- B. Grade separation of CIA's access to Dolley Madison Boulevard should be studied further, provided that the ramps are no higher than the existing grade of the eastbound lanes of Route 123.
- C. At-grade intersections for Georgetown Pike's access to Dolley Madison Boulevard should be studied further.
- D. Georgetown Pike's access to Dolley Madison Boulevard should not be by grade separation unless and until safety improvements consistent with the Pike's status as a Virginia Scenic and Historic Byway have been made.

- E. Sight distance should be improved along Route 193 from the Beltway to Route 123, with particular emphasis on the intersection of Chain Bridge Road and Georgetown Pike (Langley Fork) where the hill should be topped.
 - F. Turkey Run Farm Park Road should be enhanced to serve as an expanded secondary access to the CIA, using landscaping, etc., to maintain its suitability as an access road to Turkey Run Farm Park.
 - G. The intersection of Dolley Madison Boulevard and Potomac School Road should be controlled by a traffic signal. The signal will have downstream benefits for traffic entering/exiting Savile Lane and Merchant Lane.
 - H. The main stem of Dolley Madison Boulevard should remain at four through lanes, two in each direction. One additional turning lane may be added in each direction close to the entrance to the CIA, provided that there is no encroachment on residential neighborhoods.
 - I. Maximum use should be made of earth berms and landscaping to buffer residential areas from visual or noise impacts of grade separations and lane shifts.
 - J. Route 123 should be relocated north essentially as contemplated in Technical Memorandum #2, Alternative 3. One benefit would be improved sight-distance. However, there should be no unacceptable weaving section in the last block approaching Merchant Lane and Savile Lane and a safe "crossover" width should be provided.
 - K. There should be no overhead signs.
 - L. There should be no overhead lights on ramps.
 - M. Adequate acceleration and deceleration lanes should be provided for Merchant Lane, Savile Lane, and Potomac School Road traffic.
 - N. Any additional alternatives developed which require additional rights-of-way should be structured to utilize government lands.
- IV. This is not the final position of the MCA Transportation Committee, and does not negate positions of individual surrounding citizens associations.

MARCH 7, 1984